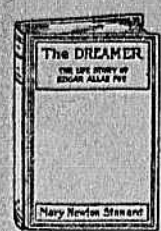


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Among Books and Magazines

(Continued From Third Page.)

Buchellus, who died in 1841. The map bears this translated inscription: "I have seen in a certain book from the hand of one who had had command in New Netherland or New Holland, the bay of the country where our people have planted some colonies." This bay is now called Delaware Bay. It appears on the map as Godens Bay, so named for an official of the West India Company.

Other rare illustrations include a fac-simile of the title page of the pamphlet of 1630, in which the company first printed its Privileges and Exemptions of 1629, and the reproduction in the original size of a 1656 map of New Netherland, and a view at its foot of New Amsterdam, with fort, windmill, church, flagstaff, gibbet, tavern and perhaps eighty houses. A palisade, Mr. Jameson says, strongly marked on the map at the upper end of the town, follows from its east end the present line of Wall Street, which takes its name therefrom. The narratives begin with Metcalf's account of Hudson's voyage. The book is one of a series of original narratives of early American history, the plan of which was approved at the annual meeting in 1902, of the American Historical Association.

The purpose of the series was to provide individual readers of history, and the libraries of schools and colleges, with a comprehensive and well-rounded collection of those classical narratives on which the early history of the United States is founded, or of those narratives which, if not precisely classical, hold the most important places

as sources of American history anterior to 1700. The reasons for undertaking such a project are for the most part obvious. No modern history, however excellent, can give the reader all that he can get from the *Ipsissima verba* of the first narrators, Argonauts or eye-witnesses, vivacious explorers or captains courageous. There are many cases in which secondary narrators have quitted hidden from view these first authorities, whom it is therefore a duty to restore to their rightful position. In a still greater number of instances the primitive narrations have become so inaccurate and expensive that no ordinary library can hope to possess anything like a complete set of the classics of early American history.

Madame, Mother of the Regent. By Arvedo Barine. Translated by Jeanne Malret. G. P. Putnam's Sons, New York. \$3.00 net.

Madame, Mother of the Regent, who is portrayed in this volume, was Elizabeth Charlotte, Countess Palatine of the Rhine and Duchess of Bar, daughter of Louis XIV., Elector of the Palatinate, and wife of Monsieur, Duc d'Orleans, younger brother of Louis XIV. The book of her life period 1652-1722, as set down by Madame Barine, is written with great discrimination and lively power of imagination which renders it most entertaining.

Madame Barine begins with a sketch of Madame's family and the cherished condition of Germany after the Thirty Years' War. From the childhood and early youth of Elizabeth Charlotte, she passes to her marriage and her first years in France as well as the happy years spent at the Court of France in 1673.

After the death of her father, Carl Ludwig, and the return of Charlotte Elizabeth to the French court, her dislike for Madame Maintenon embittered her life, and during the last years of the reign of Louis XIV. his sister-in-law, who had always been devoted to Louis, was forced to give her consent to the marriage of her son, the regent, with Mlle. de Blois, though she was never reconciled to it.

When her husband died it was thought that Madame Mere would return to Germany. But she did not. She chose to remain at the French court, where she was no longer very welcome. She stayed on even after the death of Louis and till her own, which occurred in 1722.

Recent Americana

"American Inland Waterways." By Herbert Quick. G. P. Putnam's Sons, New York. Eighty illustrations and a map.

In this volume the significance of water highways is discussed along with the importance of water courses in the history of trade, the recent revival of interest in this mode of transportation, its relation to the railways and the modifications that the system will have to undergo in order to reach its full measure of efficiency.

Valuable suggestions are offered for the extension of the system, for the widening and deepening of already existing water courses, and for the construction of potential into actual waterways.

The highways of trade by which Canada has developed receive considerable attention, and there are constant allusions to the experiments, made by other nations in perfecting their system of waterways.

In the author's preface Mr. Quick says: "Education and religion, art and intellect all depend on soil, production,

Virginia's Attitude Toward Slavery and Secession Defined

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The author's aim has been to present the true attitude of the dominant element of the Virginia people as they faced the crisis of the civil war.

"Presented," says the New York Times, "with entire frankness, great care for accuracy, marked ability, lucidity, and in logical order."

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"A singularly attractive picture of a fascinating character."—*The Times*.

"A memoir valuable as a record of the successes of the greatest English historian that has been born in Ireland, and admirable as a portrait of a character at once studious and endowed with a rare insight into the motives which impel human action—a nature lofty, amiable and sincere."—*The Scotsman*.

distribution, transportation, commerce. We are forced to live in a world which is developing, in a huge continent, the very extent of which presents a tremendous barrier to human intercourse. Up to this time we have developed land travel well, but we have approached the limits of our development by its agency alone. No complete flowering of a civilization is possible in the interior of a continent, save by a cheaper and easier transportation than railways can possibly afford.

"The disappearance of commerce from our waterways seemed like a striking instance of the death of the unit in the struggle for commercial existence. The experience of other nations shows that this is not so, and that Americans must so bend the energies of land transportation agencies as to allow the waterway to live as a tool of trade, to the benefit of the whole nation, and to the benefit of the inland waterway."

"A first requisite of cheap water transport is depth of water. The Great Lakes, the Mississippi, the Ohio, the Missouri, the Columbia and the Tennessee must be given depths in proportion to their functions. Floods must be controlled wherever practicable by systems of reservoirs, out of which the impounded waters may be allowed to flow for the cure of low water. Our highlands, the Chesapeake, the Ohio, the Missouri, must be reforested where the trees have been destroyed; and in all cases where forests exist, public safety demands that they shall be dealt with according to the principles of the best forest practice rather than for their immediate enrichment of their owners."

"Wherever reservoirs are constructed for the impounding of water, water-power is generated. Here the subject of inland waterways brings us into touch with the problems of conservation, heat, light, coal resources and the conservation of those mechanical efficiencies that go far to account for the difference in our favor between the nations of to-day and those of antiquity. On a large scale, the power, heat, light, coal resources and the conservation of those mechanical efficiencies that go far to account for the difference in our favor between the nations of to-day and those of antiquity."

"All these questions are dealt with in this book as related parts of the great problem of national efficiency and the conservation of the resources of this planet—resources which we have power to improve or conserve, according to our racial fitness for our trust."

Home Letters of General Sherman. Edited by M. A. De Wolfe Howe. Charles Scribner's Sons, New York, through the Bell Book and Stationery Company, of Richmond. \$2.00 net.

A series of intimate, personal letters from General Sherman to his wife and one or two other people, giving his first impressions of the great events in which he took part during his career. They begin at West Point in 1837, and continue through the war and until 1888. The description of the fight at Bull Run, the account of Shiloh, of the investment and capitulation of Vicksburg, of the march through Georgia, and his military operations in the South until the end of the war, and his impressions of Grant and the other prominent men of the time present matters and people connected with the war period from his viewpoint. These letters reveal with touching pathos the tender love and pride of a father, and display the essential elements of the man's character.

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By Helen L. Sumner. Ph. D. Harper and Bros., New York. \$2.00 net.

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The Yale University Press, with offices at 70 Fifth Avenue, New York City, is about to issue two publications of more than ordinary interest. The first, entitled "The Hindrances to Good Citizenship," is by the Rt. Hon. James Bryce, British Ambassador to the United States. The book is made up of lectures delivered at Yale University by the Ambassador, and it will naturally have a wide appeal. The other book is peculiarly timely. It is called "The Liberty of Prophecy," and is by Canon H. Hensley Henson, of St. Margaret's, Westminster, who delivered such interesting addresses at West Point commencement this fall. It will be remembered that Canon Hensley defended the profession of war, and responded earnestly to his critics, the advocates of universal peace, Canon Henson's lectures at Yale, delivered at the Yale Divinity School, under the Lyman Beecher Course, are a vigorous plea for the liberty of prophecy considered with reference to the circumstances of the modern church. The magnificent publication of the book in England.

The Christmas Magazines

Most attractive as to exterior and interior are the Christmas magazines. Harper as to cover is noticeable for simplicity, but the frontispiece which goes with a story—"The Salem Wren" by Howard Price—is weird and witty enough to thoroughly exemplify the austerity of the New England Christmas, which the text renders intensely realistic. Rudyard Kipling's imaginative invention has spent itself for this issue, under the title of "The Knife and the Naked Chalk." The Hon. James Bryce gives some reminiscences of Charles Darwin, and Arthur Shurborne Harvey has a three-chapter

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